



## TIES AND SPIKES.

It is confidently predicted that the Boone Plan of operating railways will be adopted by all the big roads in the country within less than five years.

General J. C. Williams and Colonel Albert E. Boone have just returned from a trip through Indiana in the interest of the Black Diamond System, which is to unite with Indianapolis, the great railway center of Indiana, thence reaching Springfield, Ill. They report great enthusiasm along the route, and that the people of the great states of Indiana and Illinois are alive to the necessity of closer commercial relations with their brethren of the Southland.

## ENTHUSIASTIC POSTMASTER.

DARBYVILLE, O. August 9th, 1897.  
 Thomas J. Davis, Editor Ledger—Dear Sir: I take great pleasure in distributing your papers to the best interest of the Black Diamond Railway.  
 People are becoming enthused here in the Black Diamond Railway, and it will be a pleasure for me to do all I can in the interest of the same. It will be the greatest railroad in the United States. Yours very truly,  
 JAMES A. MILLER, Postmaster.

## SOUTH CAROLINA MOVING.

The following letter from Hon. J. L. Tribble, of Tribble & Prince, Attorneys at Law, shows how deeply the people of South Carolina are interested in Colonel Boone's Black Diamond System.

ANDERSON, S. C. Aug. 14th, 1897.  
 My Dear Colonel Boone: I am greatly obliged for THE MATTHEW PUBLIC LITHOGRAPHER, giving information about your line road.  
 You must pardon me for my criticism of the picture. The artist made the engine a wood burner; it ought to have been a modern coal burner of the latest and most improved design, just from the great coal fields.  
 I am distributing copies of paper among my friends who will back me to carry out your enterprise when you are ready to come on this side of the mountains. With best wishes for your success, I am, Yours truly,  
 J. L. TRIBBLE.

## ALL ARE TALKING ABOUT IT.

Knoxville Post, August 29th, 1897.  
 Scarcely a weekly exchange has come to The Post since the Black Diamond mass meeting at the Courthouse Thursday evening, at which such strong resolutions were passed, which has not had something to say in behalf of the railroad enterprise.

Though some of the exchanges are a hundred miles or more off the line, the Editors know they will feel indirect benefits from the construction of this line, and being a grand trunk line, they recognize the possibilities, even probabilities, of thus extending our civilization. They recognize that the construction of such a road as proposed will lead to other constructions, and therefore that all will be beneficiaries.

It is gratifying to see the interest taken by those so remote from the main line, and their interest should serve to redouble the interest of those on the lines.

Colonel Boone's plan of operating the Black Diamond System must commend itself to every thoughtful person. Practically, he forms a partnership with the people along his lines, he gives all the advantages to local patrons, both passenger and freight, and pays but little attention to "through" business. This avoids the necessity of entering into a "pooling" arrangement and division of earnings with other lines. If any one thinks this plan cannot be made successful, reference is made to the New York Central Railway, where a similar system has been in operation for several years. The result there has been that there is an almost continuous city along the line of that railway from New York City to Buffalo, a distance of 450 miles. A few years must develop a similar condition along the lines of the Black Diamond from the Lakes to the Sea.

## BLACK DIAMOND MILEAGE.

The different Divisions of the Black Diamond System make up a total of 1,897 miles, of which 660 will be double track from the start, as follows:

	Miles
From Vandyke, Ky., to the sea—	660
Length of single track to the Northwest—	60
Vandyke to Louisville—	60
New Albany to Springfield—	50
Total mileage in the Northwest outlet—	210
Length of single track to the North at Indianapolis—	210
Vandyke to Carrollton—	50
Carrollton to Indianapolis—	110
Total mileage in the Northern outlet—	160
Length of single track to the Northeast at Columbus, O.—	110
Stauford, Ky., to Dover—	120
Dover, Ky., to Columbus, O.—	120
Total mileage in the Northeast outlet—	240
RECAPITULATION.	
Double track—	660
Single track—	1237
Northwest outlet—	210
Northern outlet—	160
Northeast outlet—	240
Grand total—	1,897

# BOONE'S BLACK DIAMOND!

## SYSTEM OF RAILWAYS!

660 Miles Double Track and 737 Miles of Single Track, in all 1,397 Miles of Standard Gauge Railroad to be Operated Upon the Following Plan:

**First**—No through passenger trains to be run unless the line be double tracked. This will naturally force all the Black Diamond lines North, West and East of Vandyke, Ky., to be made double track—Vandyke to the Sea, 660 miles, to be constructed from the start double track. Why? Because a single track road will never be able to handle the traffic offered when the three great arteries to Springfield, Ill., Indianapolis, Ind., and Columbus, O., are in operation.

**Second**—To encourage people to reside along the line of the Black Diamond Highways of Commerce, passenger rates for local residents to be fixed not to exceed the following fares: One way, two cents per mile; round trips LIMITED, GOOD ONLY FOR ONE WEEK, one and three-fourths cents per mile; for the outside public the rates shall not exceed three cents per mile.

**Third**—An excursion train to be run over the same route the local passenger train covers at least once a month, upon which the fare will be one cent per mile. Upon all legal holidays and during the week between Christmas and New Years trains to be operated with rates not to exceed one and a half cent per mile.

**Fourth**—All local freight rates in the "Southland" (South of the Ohio river), not to be in excess of two-thirds of what like service was charged on April 3d, 1895, by the Southern Railway Company on its line in Tennessee between Bristol and Chattanooga. In the "Northland," (North of the Ohio river), the local freight rates shall not be in excess of five-sixths of what like service was charged July 1st, 1897, by the Pennsylvania Company, using the tariff sheet of the line between Madison and Indianapolis, Ind., for Indiana and Illinois, and for Ohio the tariff sheet between Columbus, O., and Pittsburgh, Pa.

**Fifth**—Through tariff rates for a like distance on the "Southland" lines of the Black Diamond shall not be in excess of one and two-thirds of what the rate is between Chicago and Ohio river points. Through tariff rates on the "Northland" lines for a like distance shall not be in excess of the tariff rates in vogue between Chicago and Ohio river points.

**Sixth**—The coal rates for Blount and Monroe counties, Tenn., from the mines of Southeastern Kentucky and East Tennessee and for all points South of Knoxville, Tenn., shall not be in excess of the rate to Knoxville, plus twenty-five cents per ton. (Rate to Knoxville has been fixed by contract at sixty-two cents per ton for domestic coals and forty-five cents per ton for coals used for steam and heating purposes.)

**Seventh**—The coal rates to all points in North Carolina shall not be in excess of the rate from the mines to Knoxville, plus fifty cents per ton.

**Eighth**—The coal rates to all points South of the North Carolina state line shall not be in excess of the coal rates from the mines to Knoxville, plus eighty-five cents per ton.

Organized to build a (double track) line of railway from Vandyke, Ky., via Harrodsburg, Danville, or near Stanford, via Cumberland Falls, Ky., Knoxville, Tenn., Franklin, N. C., to the Tidewater, either at Port Royal, S. C., or Savannah, Ga., some 660 miles, with an extension of the main line (single track) North from Vandyke, Ky., via Shelbyville, New Castle, Carrollton, thence via Versailles, Ind., Rushville and Greenfield to Indianapolis, the capital of Indiana,---177 miles---with Northwest branch line (single track) from Vandyke, Ky., via Taylorsville, Shepherdsville, Louisville, thence via Paoli, Petersburg and Vincennes, Ind., to Springfield, the capital of Illinois,---315 miles---with one Northeast branch line (single track) from at or near Stanford (on main line) via Lancaster, Nicholasville, Lexington, Cynthiana, Mt. Olivet, Germantown, Dover, Ky., thence via Ripley, West Union, Bainbridge and Darbyville, O., to Columbus, the capital of the state of Ohio---245 miles.

To the end that all may be convinced and satisfied that this means the construction IN THE NEAR FUTURE of the above lines of railways, it is to be a movement of the people headed by one man who is master of his profession---the promotion and building of railways.

You are asked to assemble at the following places to hear that Prince of Railway Promoters,

## Colonel ALBERT E. BOONE!

Of Zanesville, O., and his associates who will accompany him. They are

General J. C. J. WILLIAMS of Knoxville, Tenn., and Hon. WILLIAM KIRKBY of Toledo, O.,

Late Railroad Commissioner of Ohio, who is President of all the Black Diamond Corporations North of the State of Tennessee.

### LIST OF APPOINTMENTS IN KENTUCKY:

Cynthiana, Monday, Sept. 13th, 1897, at 2 p. m. and 7:30 p. m.  
 Leesburg, Tuesday, September 14th, 1897, at 2 p. m.  
 Cynthiana, Tuesday, September 14th, 1897, at 7:30 p. m.  
 Claysville, Wednesday, September 15th, 1897, at 2 p. m.  
 Oldville, Wednesday, September 15th, 1897, at 7:30 p. m.  
 Lexington, Saturday, September 18th, 1897, at 7:30 p. m.  
 Nicholasville, Saturday, September 25th, 1897, at 7:30 p. m.  
 Lancaster, Monday, September 27th, 1897, at 7:30 p. m.

Stauford, Tuesday, September 28th, 1897, at 7:30 p. m.  
 Danville, Wednesday, September 29th, 1897, at 7:30 p. m.  
 Harrodsburg, Saturday, October 2d, 1897, at 7:30 p. m.  
 Shelbyville, Monday, October 4th, 1897, at 7:30 p. m.  
 Taylorsville, Tuesday, October 5th, 1897, at 7:30 p. m.  
 New Castle, Wednesday, October 6th, 1897, at 7:30 p. m.  
 Carrollton, Thursday, October 7th, 1897, at 7:30 p. m.

**AFTER READING AND MAKING A NOTE OF THE FACT, DAY and HOUR OF YOUR RAILROAD MEETING, THEN HAND THIS TO SOME ONE ELSE FOR THEIR INFORMATION and GUIDANCE.**





